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# Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 ERDA-07 AID-05 CEA-01 CIAE-00
COME-00 DODE-00 EB-08 FEAE-00 FPC-01 H-02 INR-07
INT-05 L-03 NSAE-00 NSC-05 OMB-01 PM-05 OES-07
SP-02 SS-15 STR-04 TRSE-00 ACDA-10 NSCE-00 SSO-00
USIE-00 INRE-00 PA-02 PRS-01 DOTE-00 FMC-02 CG-00
DLOS-09 EPA-04 CEQ-01 EURE-00 /120 W
----------111622 051456Z /45
O 041639Z AUG 77
FM AMEMBASSY OTTAWA
TO AMCONSUL VANCOUVER IMMEDIATE
INFO SECSTATE WASHDC IMMEDIATE 4337

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DEPARTMENT PLEASE PASS DOT FOR USCG

EO 11652: N/A
TAGS: SENV, CA
SUBJECT: PACIFIC NORTHWEST VTS PRESS RELEASE AND FACT SHEET

REF: AMBASSADOR ENDERS/JONIETZ TELCONS

1. THE FOLLOWING PRESS RELEASE/FACT SHEET WAS DEVELOPED JOINTLY BY THE EMBASSY AND THE DEPARTMENT AND IS AUTHORIZED TO BE RELEASED IMMEDIATELY:

--- ENVIRONMENTAL SAFETY KEY FACTOR IN ALASKAN OIL TANKER TRAFFIC

2. THE U.S. AND CANADA HAVE BEEN WORKING CLOSELY TOGETHER TO ENSURE THAT OIL TANKER TRAFFIC BETWEEN THE ALASKAN PORT OF VALDEZ AND THE LOWER 48 STATES, ESPECIALLY IN THE PUGET SOUND AREA, OPERATES WITH MINIMUM RISK TO THE ENVIRONMENT. ALASKAN OIL TANKER TRAFFIC IS EXPECTED TO INCREASE TOTAL
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TANKER TRAFFIC IN THE STRAIT OF JUAN DE FUCA BY ABOUT 10 PERCENT, FROM 31 TO 34 TANKERS PER WEEK.

3. UNDER U.S. LAW, ALL ALASKAN OIL MUST BE CARRIED IN U.S. FLAG VESSELS, MEETING RIGID COAST GUARD SAFETY STANDARDS AND BE MANNED BY U.S. CREWS. IN ADDITION, THERE ARE STRICT REQUIREMENTS FOR MODERN SAFETY, NAVIGATIONAL AND COLLISION

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AVOIDANCE EQUIPMENT ON ALL TANKERS, AS WELL AS BACKUP SYSTEMS. PRECISE NAVIGATION WILL BE FACILITATED BY CHAINS OF LORAN-C TRANSMITTERS WHICH ARE NOW OPERATIONAL ON THE COASTS OF ALASKA AND WASHINGTON STATE AND SIMILAR CANADIAN INSTALLATIONS WHICH WILL BE OPERATIONAL SHORTLY.

4. FROM VALDEZ TO THE ENTRANCE OF THE STRAIT OF JUAN DE FUCA THE TANKERS WILL FOLLOW ROUTES ESTABLISHED BY THE COAST GUARD DESIGNED TO KEEP THEM WELL OFFSHORE AND TO SEPARATE NORTH- AND SOUTH-BOUND TRAFFIC. A SIMILAR SEPARATION SCHEME COVERS ALL VESSELS IN THE JUAN DE FUCA AND PUGET SOUND AREA. IN ADDITION, THE U.S. AND CANADA HAVE IMPLEMENTED A JOINT PLAN TO COMBAT ANY POSSIBLE MARINE POLLUTION.

5. FOLLOWING IS A FACT SHEET ISSUED BY THE U.S. EMBASSY IN OTTAWA AND THE DEPARTMENT OF STATE IN WASHINGTON CONTAINING SPECIFIC DETAILS CONCERNING THE OPERATION OF THE TRANS-ALASKA PIPELINE SYSTEM (TAPS) TANKERS BETWEEN THE PORT OF VALDEZ AND THE LOWER 48 STATES:

6. TANKER FREQUENCY. WHEN ALASKAN OIL STARTS TO MOVE SOUTHWARD, 2.8 TAPS TANKERS ON THE AVERAGE ARE EXPECTED TO TRANSIT THE PUGET SOUND AREA PER WEEK. THIS TAPS TRAFFIC WILL INCREASE ONLY SLIGHTLY THE AVERAGE OF 30.8 TANKER TRANSITS PER WEEK IN THE AREA DURING THE SIX MONTHS ENDING
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LAST APRIL. A PORTION OF THE INCREASED QUANTITY OF OIL SHIPPED BY TANKER WILL REPLACE OIL PREVIOUSLY DELIVERED BY PIPELINE FROM CANADA. THIS LEVEL OF TANKER TRANSITS IS NOT EXPECTED TO INCREASE FOR SOME TIME, UNLESS AND UNTIL DECISIONS HAVE BEEN TAKEN TO MOVE CRUDE OIL THROUGH THIS INLAND AREA RATHER THAN VIA OTHER ROUTES, AND THE REQUIRED FACILITIES ARE COMPLETED. NO SUCH MOVES ARE ANTICIPATED IN THE IMMEDIATE FUTURE.

7. SAFETY EQUIPMENT. ALL TAPS TANKERS WILL BE U.S. FLAG VESSELS WITH EXPERIENCED U.S. CREWS. THEY ARE REQUIRED TO HAVE MODERN EQUIPMENT INCLUDING A RUDDER-ANGLE INDICATOR, GYRO COMPASS, FATHOMETER AND LORAN-C NAVIGATION DEVICES, TOGETHER WITH EFFECTIVE BACK-UP SYSTEMS. ADDITIONALLY, THESE VESSELS WILL BE REQUIRED TO COMPLY WITH NEW REGULATIONS PROPOSED AS A RESULT OF RECENT PRESIDENTIAL INITIATIVES. THE NEW REGULATIONS, WHEN FINAL, WILL REQUIRE IMPROVED EMERGENCY STEERING STANDARDS, INERT GAS SYSTEMS, SEGREGATED BALLAST AND DOUBLE BOTTOMS ON ALL NEW OIL TANKERS OF 20,000 DWT OR MORE WHICH ENTER THE NAVIGABLE WATERS OF THE UNITED STATES TO ENGAGE IN TRADE. ALL VESSELS OF 10,000 GROSS TONS OR MORE WILL BE REQUIRED TO

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HAVE A SECOND RADAR SYSTEM AND COLLISON AVOIDANCE EQUIP-
MENT. THESE REQUIREMENTS INSURE THAT TAPS VESSELS WILL
HAVE FULLY EFFECTIVE COMMUNICATIDNS, NAVIGATION AND
COLLISION AVOIDANCE CAPABILITIES IN OPERATION AT ALL TIMES
DURING TRANSIT OF THESE WATERS.

8. TRAFFIC SEPARATION. A JOINT CANADA-U.S. MARINE POLLU-
TION CONTINGENCY PLAN SIGNED IN 1974 PROVIDES FOR CLOSE,
COOPERATIVE ACTION TO COMBAT POSSIBLE SPILLS. THE TWO
COUNTRIES IN 1975 ESTABLISHED A TRAFFIC SEPARATION SCHEME
UNDER WHICH ONE-WAY TRAFFIC LANES SEPARATE INBOUND AND OUT-
BOUND VESSELS IN THE AREA. SINCE THEN THE TWO GOVERNMENTS
HAVE CONTINUED WORKING TOGETHER ON ADDITIONAL MEASURES TO
INCREASE THE SAFETY OF TANKER TRAFFIC IN THE AREA.
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INFO OCT-01 ISO-00 ERDA-07 AID-05 CEA-01 CIAE-00
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SP-02 SS-15 STR-04 TRSE-00 ACDA-10 PA-02 PRS-01
NSCE-00 SSO-00 USIE-00 INRE-00 DOTE-00 FMC-02
CG-00 DLOS-09 EPA-04 CEQ-01 EURE-00 /120 W
----------111912 051456Z /45
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FM AMEMBASSY OTTAWA
TO AMCONSUL VANCOUVER IMMEDIATE
INFO SECSTATE WASHDC IMMEDIATE 4338

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VESSELS MOVING TO AND FROM ALASKA WILL ENTER THE EXIT THE
AREA VIA THE TRAFFIC SEPARATION SCHEME AND BE SUBJECT TO
CLOSE MONITORING BY U.S. AND CANADIAN AUTHORITIES AT ALL
TIMES WHILE IN THE SYSTEM.

9. NAVIGATION AIDS. LORAN-C SERVICE FOR THE WEST COAST OF

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CANADA AND THE UNITED STATES WILL BE FULLY OPERATIONAL IN THE NEAR FUTURE. THE NEW U.S. WEST CDAST LORAN-C CHAIN WAS DECLARED OPERATIONAL FOR NAVIGATIONAL USE ON APRIL 26, 1977, WHILE NEW GULF OF ALASKA LORAN-C CHAIN BECAME OPERATIONAL ON JUNE 28, 1977. THE CANADIAN WEST COAST LORAN-C CHAIN, WHICH WAS BUILT USING U.S. EQUIPMENT, IS PRESENTLY BEING CALIBRATED AND WILL BE DECLARED OPERATIONAL IN THE NEXT MONTH OR SO. THESE SYSTEMS WILL PROVIDE THE MEANS FOR ACCURATE POSITION FIXING AND NAVIGATION OF TAPS TRADE TANKERS (AND OTHER VESSELS SO EQUIPPED) USING THE RECOMMENDED SHIP'S ROUTING SYSTEM BETWEEN VALDEZ, ALASKA AND WEST COAST PORTS.

10. OFF-SHORE ROUTING. LEAVING VALDEZ HARBOR, THE OIL-LADEN TANKERS WILL PROCEED TO THE ENTRANCE OF JUAN DE FUCA
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USING A ROUTE RECOMMENDED BY THE U.S. COAST GUARD. THEIR CLOSEST POINT OF APPROACH TO PRINCE RUPERT, B.C., IS 220 NAUTICAL MILES. WHEN DUE WEST OF PRINCE RUPERT, THE TANKERS WILL BE 310 NAUTICAL MILES OFF-SHORE. THE COURSE PROCEEDS SOUTHWARD, PASSING SOME 160 NAUTICAL MILES WEST OF ENGLEFIELD BAY ON THE QUEEN CHARLOTTE ISLANDS. THE ROUTE TURNS TO PARALLEL VANCOUVER ISLAND AT A POINT 136 NAUTICAL MILES WEST OF CAPE SCOTT AND PASSES 40 NAUTICAL MILES OFF ESTEVAN POINT. WHEN THE SHIPS TURN DUE EAST TO ENTER THE STRAIT ITSELF THEY ARE 30 NAUTICAL MILES FROM THE ISLAND.

11. RADAR COVERAGE. THE FISCAL YEAR 78 DEPARTMENT OF TRANSPORTATION BUDGET CONTAINS 8 MILLION DOLLARS FOR IMPROVEMENT AND EXPANSION OF THE PUGET SOUND VESSEL TRAFFIC SERVICE. AN ADDITIONAL 3.5 MILLION DOLLARS WILL BE PROVIDED IN FISCAL YEAR 79 FOR THE SAME PURPOSE. THE PRESENT RADAR SYSTEM IN PUGET SOUND WILL BE REPLACED. NEW RADAR SITES WILL BE ADDED TO PROVIDE SURVEILLANCE COVERAGE FDR THE STRAIT OF JUAN DE FUCA AND ROSARIO STRAIT. IN ADDITION, THE VESSEL TRAFFIC CENTER WILL BE EXPANDED AND A COMPUTER-BASED, AUTOMATED-VESSEL-INFORMATION SYSTEM WILL BE INSTALLED.

12. BALLAST TREATMENT. THE BALLAST WATER TREATMENT FACILITY TO BE USED BY TANKERS ARRIVING AT PORT VALDEZ, IS CAPABLE OF PROCESSING ALL BALLAST WATER FROM THE MAXIMUM NUMBER OF VESSELS EXPECTED IN PORT AT ANY ONE TIME. ALL PARTICIPATING COMPANIES HAVE AGREED THERE WILL BE NO BALLAST DISCHARGE AT SEA.

13. LIABILITY. SHOULD AN INCIDENT OCCUR, THE TRANS-ALASKA PIPELINE AUTHORIZATION ACT PROVIDES FOR A FUND OF 100

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MILLION DOLLARS TO PAY CLAIMS FOR DAMAGES FROM POSSIBLE
DISCHARGES OF OIL BY THE U.S. TANKERS ON A LIABILITY BASIS
WITHOUT REGARD FOR FAULT. THE ACT EXPRESSLY AUTHORIZES
SUCH PAYMENT TO CANADIANS. ENDERS

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# Message Attributes

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**Type:** TE
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